



CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 01/22/02
AGENDA ITEM 4
WORK SESSION ITEM _____

TO: Mayor and City Council
FROM: City Manager
SUBJECT: Proposition 42

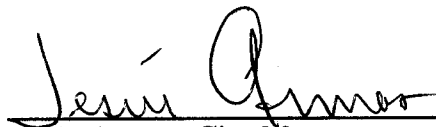
This item appears on the agenda at the request of Mayor Roberta Cooper, pursuant to communication from the League of California Cities urging support for the passage of Proposition 42.

In 2000, legislation was enacted earmarking state gasoline sales tax revenue for specified transportation purposes during fiscal years 2003-04 through 2007-08. Proposition 42, if approved, would maintain this requirement into the future. Both current law and this measure call for the resultant revenue to be distributed as follows: 20% to public transportation; 40% to projects contained in the State Transportation Improvement Program; and 40% (one-half each) to cities and counties.

Monies earmarked to local agencies can be used to address locally-identified projects, such as repairing local streets, fixing pot holes, etc.

Projections prepared under provision of current law estimate that Hayward would receive approximately \$300,000 per year. The exact amount will vary based on overall revenue generated from this source.

For background information, relevant excerpts from the voter information guide prepared by the secretary of state are attached. Also attached is a list of supporters obtained from the web site of the proponents. (It appears the opponents do not have a web site, as none could be located.


Jesús Armas, City Manager

Attachments: Exhibit A – Excerpts from Voter Information Guide
Exhibit B – List of Supporters

PROPOSITION

42

**TRANSPORTATION CONGESTION IMPROVEMENT ACT.
ALLOCATION OF EXISTING MOTOR VEHICLE FUEL SALES AND
USE TAX REVENUES FOR TRANSPORTATION PURPOSES ONLY.
LEGISLATIVE CONSTITUTIONAL AMENDMENT.**

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OFFICIAL TITLE AND SUMMARY

Prepared by the Attorney General

**TRANSPORTATION CONGESTION IMPROVEMENT ACT. ALLOCATION OF EXISTING MOTOR VEHICLE
FUEL SALES AND USE TAX REVENUES FOR TRANSPORTATION PURPOSES ONLY.
LEGISLATIVE CONSTITUTIONAL AMENDMENT.**

42

- Requires, effective 7/1/03, existing revenues from state sales and use taxes on sale of motor vehicle fuel be used for transportation purposes as provided by law until 6/30/08.
- Requires, effective 7/1/08, existing revenues resulting from state sales and use taxes on sale of motor vehicle fuel be used for public transportation; city and county street and road repairs and improvements; and state highway improvements.
- Requires two-thirds vote of the Legislature to suspend or modify percentage allocations of revenues.

**SUMMARY OF LEGISLATIVE ANALYST'S ESTIMATE OF NET STATE AND LOCAL GOVERNMENT
FISCAL IMPACT:**

- Starting in 2008–09, about \$1.4 billion in gasoline sales tax revenues, increasing annually thereafter, would continue to be used for state and local transportation purposes.

FINAL VOTES CAST BY THE LEGISLATURE ON ACA 4 (PROPOSITION 42)

Assembly:	Ayes 68	Noes 2
Senate:	Ayes 36	Noes 1

ANALYSIS BY THE LEGISLATIVE ANALYST

BACKGROUND

California spends over \$15 billion annually to maintain, operate, and improve its highways, streets and roads, rail, and transit systems. About half of these revenues come from the local level in the form of local sales and property taxes and transit fares. The remainder comes from the state and federal levels, largely as motor fuel (gasoline) and diesel fuel taxes and truck weight fees.

Currently, the state levies two types of taxes on gasoline and diesel fuel:

- An excise tax of 18 cents on each gallon of gasoline and diesel fuel.
- A sales tax on the sales of gasoline and diesel fuel. The statewide rate is 5.75 percent through 2001. This rate will change to 6 percent on January 1, 2002.

Revenues from the state excise tax on gasoline and diesel fuel used on public roads total about \$3 billion a year. These revenues are dedicated to transportation purposes.

Revenues from most of the state sales tax on diesel fuel—4.75 percent out of the statewide rate—are also used for transportation. However, most of the revenues from the state sales tax on gasoline have historically been used for various general purposes, including education, health, social services, corrections, and local government fiscal relief. Only a small portion of the state gasoline sales tax revenues have been used for transportation.

In 2000, the Transportation Congestion Relief Program (TCRP) was enacted in California. Under the program, gasoline sales tax revenues will be used from 2003–04 through 2007–08 for specified transportation purposes including highways, streets and roads, and transit improvements. Thereafter, these revenues will be available for various general state purposes.

PROPOSAL

This measure places in the State Constitution those provisions of current law that require that, from 2003–04 through 2007–08, gasoline sales tax revenues be used for specified state and local transportation purposes. The revenues would be allocated for transportation purposes specified under the TCRP.

In addition, the measure requires that starting in 2008–09 the gasoline sales tax revenues continue to be used for state and local transportation purposes. The revenues would be allocated as follows:

- 20 percent to public transportation.
- 40 percent to transportation improvement projects funded in the State Transportation Improvement Program, a five-year transportation capital investment program.
- 40 percent to local streets and roads improvements; with half of the amount (20 percent) allocated to counties and half to cities.

The measure authorizes the Legislature to modify this distribution of the revenues with a two-thirds vote. The measure also provides that the use of these revenues for transportation purposes can be suspended under specified conditions.

FISCAL EFFECT

The measure places in the State Constitution those provisions of current law that require the use of state gasoline sales tax revenues for state and local transportation purposes from 2003–04 through 2007–08. Consequently, for that period, the measure would have no additional fiscal impact.

Beginning in 2008–09, the measure requires that state gasoline sales tax revenues continue to be used for transportation purposes in the future. The amount that would be used is projected to be about \$1.4 billion in 2008–09, increasing annually thereafter, depending on increases in gasoline prices and consumption.

ARGUMENT IN FAVOR OF PROPOSITION 42

Proposition 42 is based on the principle that the gasoline sales tax you pay when filling up your tank ought to be used to improve our transportation system.

That's exactly what Prop. 42 does. It requires the gasoline sales tax we're *already* paying be spent **IMPROVING OUR HIGHWAYS, LOCAL STREETS and MASS TRANSIT—WITHOUT INCREASING OR IMPOSING ANY NEW TAXES.**

Years of neglect have left California with the **NATION'S THIRD MOST DETERIORATED ROADS.** California's urban areas top national rankings for **TRAFFIC GRIDLOCK.** **SAFETY** has become an overriding concern. Federal Highway Administration data show **6,000 CALIFORNIA BRIDGES and OVERPASSES are STRUCTURALLY DEFICIENT** or no longer meet highway safety or design standards.

We need sound planning and Prop. 42's **STABLE, ONGOING FUNDING SOURCE** to **IMPROVE ROAD SAFETY, REDUCE CONGESTION** and better plan for future growth.

PROP. 42 GETS CALIFORNIA MOVING AGAIN by guaranteeing funds to help:

- **IMPROVE the SAFETY** of our streets, highways, bridges and overpasses.
 - Speed up delivery of planned **TRAFFIC RELIEF PROJECTS AND REPAIRS** on highways and interchanges throughout California, including Interstate Routes: 5, 10, 15, 880, 215, 405, 80, 605, 680 and 805; and State Routes 101, 24, 50, 60, 52, 55, 56, 58, 91, 180, 84 and 99.
 - Improve **LOCAL BUS SERVICES; LIGHT RAIL SYSTEMS** such as VTA in San Jose, Sacramento, MUNI, Green and Blue lines in Los Angeles, and the San Diego trolley; and **COMMUTER SYSTEMS** such as BART, Caltrain, Capitol Corridor, Southern California's MetroLink, ACE, and the Coasters in San Diego; and special local transit services for the elderly and disabled.
 - Enable every city and county to **FIX POTHOLES** and dangerous intersections, and **IMPROVE LOCAL ROADS.**
- PROP. 42 CREATES JOBS AND BOOSTS THE ECONOMY**
Speeding up transportation project delivery has the added benefit

of creating thousands of new construction, engineering and other jobs when we need them the most. And U.S. Department of Transportation figures show every dollar spent on highway improvements generates nearly six times that amount in economic benefits.

BUSINESS ORGANIZATIONS AND LABOR UNIONS SUPPORT 42 because an investment in our transportation system is an investment in our economy and putting Californians back to work.

TAXPAYER GROUPS SUPPORT 42 because using *existing* tax revenues from the gas pump is a responsible way to fund transportation improvements *without* imposing higher taxes. And **AN ANNUAL AUDIT WILL BE REQUIRED OF ALL PROP. 42 FUNDS** to help ensure those projects get delivered on time and on budget.

LAW ENFORCEMENT, PUBLIC SAFETY OFFICIALS and SEISMIC SAFETY ENGINEERS SUPPORT 42 because it will reduce dangerous traffic and road conditions, accelerate rescue times and save lives.

PARENTS SUPPORT 42 because, as Assemblymember Barbara Matthews points out, it provides needed funds to *improve street safety conditions around schools to protect children.*

AUTO CLUBS, MOTORISTS AND MASS TRANSIT RIDERS SUPPORT 42 because it helps speed up the delivery of thousands of overdue traffic relief, highway safety and mass transit projects.

Authored by Assembly Transportation Chair John Dutra, Prop. 42 will help **MAKE OUR ROADS SAFER and REDUCE CONGESTION WITHOUT HIGHER TAXES.**

VOTE YES on 42.

COMMISSIONER DWIGHT HELMICK

California Highway Patrol

LEO SOONG, Chair of the Board

California State Automobile Association—AAA

LIEUTENANT ED GRAY, President

California Organization of Police and Sheriffs (COPS)

REBUTTAL TO ARGUMENT IN FAVOR OF PROPOSITION 42

As we are voting, California is in the midst of an economic downturn. The Governor and Legislature are struggling with difficult decisions: either cut deeply into essential government programs like public health and education or find ways to increase revenues.

That's why Prop 42 is ill conceived—pitting vital programs against each other—and badly timed.

Prop 42 locks into the Constitution in 2002, spending priorities for 2008. And, it puts transportation funding ahead of priorities for education, health and safety concerns.

Vote No on Prop 42.

We already pay a gasoline tax. Together with other dedicated taxes, it provides \$6.5 billion annually for transportation. Now Prop 42 proposes dedicating to transportation another \$1.2 billion in general sales tax revenues currently being used for other vital services.

As California's revenues shrink, this is the wrong time to lock the Constitution into new restrictions.

We cannot spend the same dollar twice. Prop 42 will force \$1.2 billion in cuts in vital education, health care, and public safety services in order to pay for \$1.2 billion in *increased spending* on transportation.

That just doesn't make sense.

We should not be voting in 2002 on something that will not take effect until 2008.

Think about it. Six years ago Bill Clinton had just been re-elected, the dot.com phenomenon was just taking off, the economy was growing and so were state government revenues.

Six years later we are living in a very different world.

Vote No on Prop 42.

LENNY GOLDBERG, Director

California Tax Reform Association

VIOLA GONZALES, Executive Director

Latino Issues Forum

JEFF SEDIVEC, President

California State Firefighters' Association

ARGUMENT AGAINST PROPOSITION 42

PROP 42 HAS US VOTING IN 2002 ON SOMETHING THAT WILL NOT TAKE EFFECT UNTIL 2008.

Do you know what California's spending priorities should be in the year 2008 or beyond?

If you don't, then you should VOTE No on Prop 42.

If Prop 42 passes and goes into effect in 2008, it will force \$1.2 billion in cuts in vital education, health care and public safety services. Are you sure we should be locking ourselves into that kind of spending priority today?

VOTE NO ON PROP 42.

Since Sept 11 of last year, the requirements on government have changed dramatically. Government has greater demands to protect our public safety and public health as well as to protect and increase our investment in our public schools and colleges.

And it needs to be flexible in order to do so.

PROP 42'S SPENDING PRIORITIES SHOULD NOT BE LOCKED INTO THE CONSTITUTION.

If Prop 42 were in effect today, the state would be forced to cut \$1,200,000,000 in services such as education and health care in order to pay for \$1,200,000,000 in increased spending on transportation.

Are these the right priorities in 2002? We don't think so. Will they be the right priorities in 2008? Who knows?

Prop 42 also locks into the Constitution a specific formula for how this new spending pie would be divided up among transportation interests. Even if the world changes, or there are new technologies, or there are new public safety requirements, this formula would stay in the Constitution forever.

That's a bureaucrat's paradise: lots of taxpayer money to spend, no accountability, and no competition with other priorities.

Read Prop 42. It locks into the Constitution billions of new spending without the bureaucrats who will be responsible for spending it being held accountable by taxpayers.

PROP 42 IS UNNECESSARY.

Education, health care and public safety are real needs. So is spending on transportation. That's why between the gas tax, vehicle fees, and state-dedicated sales taxes, California already guarantees about \$6.5 billion in spending on highways and transit each year—not including billions in locally-enacted taxes spent for transportation at the direction of the voters. And voters have been willing to tax themselves for transportation—when the funds are used in an accountable manner.

A measure just like Proposition 42 was overwhelmingly voted down by the people over 10 years ago, precisely because it would have caused cuts in other programs—like public safety, education and health care. And because it provided no accountability for how the money is spent.

The world has changed, and it will change again. No one has a crystal ball. Who can tell us today what our priorities should be in 2008?

What we do know today is that forcing cuts in education, health care and other vital services in order to increase spending on transportation is wrong.

Protect our vital services. Protect our ability to set the right priorities in the future.

VOTE NO ON PROP. 42.

WAYNE JOHNSON, *President*

California Teachers Association

HOWARD OWENS, *President*

Congress of CA Seniors Education and Resource Foundation

WILLIAM D. POWERS, *President*

Health Access of California

REBUTTAL TO ARGUMENT AGAINST PROPOSITION 42

With all due respect, opponent claims are downright false. Please read Prop. 42 for yourself.

PROP. 42 TAKES EFFECT NEXT YEAR

It doesn't wait until 2008 (as opponents claim). It's all there in black and white: 42 guarantees the state gasoline sales tax (we already pay at the pump) goes right to work improving mass transit, highways and local roads.

PROP. 42 DOES NOT FORCE CUTS IN EDUCATION OR HEALTH CARE

That's a scare tactic. 42 is NOT a money grab—the entire annual gasoline sales tax is only about 1% of the total state budget. Prop. 42 simply requires transportation taxes be spent on transportation needs.

TAXPAYERS SUPPORT 42 BECAUSE IT'S NECESSARY AND RESPONSIBLE

Californians know firsthand that improvements are needed to relieve traffic and increase safety. Roads, dangerous intersections and 6000 bridges/overpasses await repair. 42 guarantees every city and county their fair share of this funding—WITHOUT RAISING TAXES. An annual audit helps ensure accountability to taxpayers.

PROP. 42 IS FLEXIBLE ENOUGH TO ADDRESS EMERGENCIES

Who knows better about post September 11 needs than police, fire and public safety officials—the very people urging support for 42. It was responsibly written to allow lawmakers flexibility in a fiscal emergency to use these funds for other priorities.

THE CALIFORNIA FIRE CHIEFS ASSOCIATION SAYS:
"Prop. 42 will mean safer roads and highways."

Prop. 42 helps ensure transportation taxes we already pay are spent properly, and accountably, to IMPROVE ROAD SAFETY and REDUCE TRAFFIC—WITHOUT RAISING TAXES.

YES on 42!

DALLAS JONES, *Director*

California State Office of Emergency Services

MARIAN BERGESON, *Former Member*

California State Board of Education

LARRY MCCARTHY, *President*

California Taxpayers' Association

TEXT OF PROPOSED LAWS

PROPOSITION 41 (cont.)

19244. Notwithstanding any provision of the bond act, if the Treasurer sells bonds under this article for which bond counsel has issued an opinion to the effect that the interest on the bonds is excludable from gross income for purposes of federal income tax, subject to any conditions which may be designated, the Treasurer may establish separate accounts for the investment of bond proceeds and for the earnings on those proceeds, and may use those proceeds or earnings to pay any rebate, penalty, or other payment required by federal law or take any other action with respect to the investment and use of bond proceeds required or permitted under

federal law necessary to maintain the tax-exempt status of the bonds or to obtain any other advantage under federal law on behalf of the funds of this state.

19245. The Legislature hereby finds and declares that, inasmuch as the proceeds from the sale of bonds authorized by this article are not "proceeds of taxes" as that term is used in Article XIII B of the California Constitution, the disbursement of these proceeds is not subject to the limitations imposed by Article XIII B.



PROPOSITION 42

This amendment proposed by Assembly Constitutional Amendment 4 of the 2001–2002 Regular Session (Resolution Chapter 87, Statutes of 2001) expressly amends the California Constitution by adding an article thereto; therefore, new provisions proposed to be added are printed in *italic type* to indicate that they are new.

PROPOSED ADDITION OF ARTICLE XIX B

ARTICLE XIX B

MOTOR VEHICLE FUEL SALES TAX
REVENUES AND TRANSPORTATION
IMPROVEMENT FUNDING

SECTION 1. (a) For the 2003–04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury.

(b) (1) For the 2003–04 to 2007–08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on the operative date of this article.

(2) For the 2008–09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated solely for the following purposes:

(A) Public transit and mass transportation.

(B) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program, or any successor to that program.

(C) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.

(D) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.

(c) For the 2008–09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, as follows:

(A) Twenty percent of the moneys for the purposes set forth in subparagraph (A) of paragraph (2) of subdivision (b).

(B) Forty percent of the moneys for the purposes set forth in subparagraph (B) of paragraph (2) of subdivision (b).

(C) Twenty percent of the moneys for the purposes set forth in subparagraph (C) of paragraph (2) of subdivision (b).

(D) Twenty percent of the moneys for the purpose set forth in subparagraph (D) of paragraph (2) of subdivision (b).

(d) The transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if both of the following conditions are met:

(1) The Governor has issued a proclamation that declares that the transfer of revenues pursuant to subdivision (a) will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund of the State.

(2) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues pursuant to subdivision (a), provided that the bill does not contain any other unrelated provision.

(e) The Legislature may enact a statute that modifies the percentage shares set forth in subdivision (c) by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b).

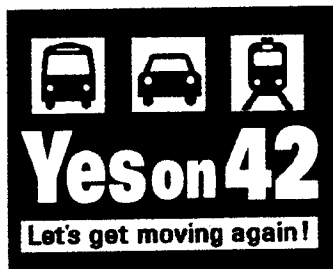


PROPOSITION 43

This amendment proposed by Assembly Constitutional Amendment 9 of the 2001–2002 Regular Session (Resolution Chapter 114, Statutes of 2001) expressly amends the California Constitution by adding a section thereto; therefore, new provisions proposed to be added are printed in *italic type* to indicate that they are new.

PROPOSED AMENDMENT OF ARTICLE II

SEC. 2.5. A voter who casts a vote in an election in accordance with the laws of this state shall have that vote counted.



**SAFER ROADS AND
TRAFFIC RELIEF
WITHOUT HIGHER TAXES**

Who Supports Prop. 42 on the March 5, 2002 Statewide Ballot?

(as of 1/11/01)

Police, Fire and Public Safety

California Highway Patrol Commissioner
Dwight Helmick
California Highway Patrol Commissioner
M. J. Hannigan (Retired)
California Highway Patrol Commissioner
J.E. "Jim" Smith (Retired)
California State Office of Emergency Services
Director Dallas Jones
California Fire Chiefs Association
California Police Chiefs Association
California Organization of Police and Sheriffs
(COPS)

Taxpayer Protection

California Taxpayers' Association
California Taxpayer Protection Committee
National Tax Limitation Committee
Butte County Citizens for Better Government
Contra Costa Taxpayers Association
Fullerton Association of Concerned
Taxpayers
Kern County Taxpayers Association
Marin United Taxpayers Association
Orange County Taxpayers Association
San Diego County Taxpayers Association *
Shasta County Taxpayers Association
Sonoma County Taxpayers' Association
United Californians for Tax Reform
Waste Watchers

Transportation and Highway Safety

Automobile Club of Southern California –
AAA
California State Automobile Association –
AAA

Structural Engineers Association of California
California Transit Association
California Commuters Alliance
California Association of Councils of
Government
California Rebuild America Coalition California
Association for Coordinated
Transportation
Citizens Alliance for Transportation
Solutions
Infrastructure Delivery Council
Rail Passenger Association of California
RAILVOTE
Self-Help Counties Coalition
Metropolitan Transportation Commission
(Bay Area)
Southern California Association of
Governments
Amador County Transportation Commission
Butte County Association of Governments
California Association of School
Transportation Officials, Chapter 1 (San
Bernardino County)
Contra Costa Transportation Authority
Council of Fresno County Governments Fresno
County Transportation Authority
Glenn County Transportation Commission
Golden Gate Bridge Highway and
Transportation District
Livermore/Amador Valley Transit Authority
Madera County Transportation Commission
Mendocino Council of Governments
Mendocino Transit Authority *
Merced County Association of Governments
Modoc County Transportation Commission
Transportation Agency for Monterey County
Monterey-Salinas Transit *

Napa County Transportation Planning
 Agency
 Nevada County Transportation Commission
 Orange County Transportation Authority
 Riverside County Transportation Commission
 Sacramento Area Council of Governments
 Sacramento Transportation Authority
 San Bernardino Associated Governments
 San Diego Association of Governments
 San Diego Metropolitan Transit Development
 Board
 San Francisco Planning and Urban Research
 Institute, Transportation Committee *
 San Gabriel Council of Governments
 San Joaquin Council of Governments
 San Joaquin Regional Transit District
 San Luis Obispo Council of Governments
 Santa Clara Valley Transportation Authority
 Santa Cruz County Regional Transportation
 Commission
 Shasta County Regional Transportation
 Planning Agency *
 Southern California Transit Advocates *
 Tulare County Association of Governments
 Tuolumne County and Cities Area Planning
 Council *
 Transportation California
 The Transit Coalition
 Ventura County Transportation Commission
 Victor Valley Transit Authority
 Western Contra Costa Transit Authority *

Local Government and Education

California State Association of Counties
 League of California Cities
 Regional Council of Rural Counties
 Marian Bergeson, Former Member, California
 State Board of Education
 County of Butte *
 County of Contra Costa *
 County of Glenn
 County of Lake
 County of Mendocino
 County of Plumas
 County of Riverside
 County of Santa Clara *
 County of Siskiyou
 County of Tehama
 County of Trinity

County of Tulare
 County of Tuolumne
 County of Yolo
 Town of Apple Valley *
 City of Artesia *
 City of Belmont *
 City of Brea
 City of California City
 City of Canyon Lake *
 City of Clayton
 City of Desert Hot Springs
 City of Fortuna *
 City of Fresno *
 City of Hermosa Beach *
 City of Lakeport *
 City of Los Angeles *
 City of Marina
 City of Monterey *
 City of Oceanside
 City of Ripon
 City of San Rafael
 City of Santa Maria
 American Public Works Association,
 Sacramento Chapter
 American Public Works Association, San
 Diego/Imperial Counties Chapter
 California Association of School
 Transportation Officials, Chapter 1 (San
 Bernardino County)
 Lake County/City Area Planning Council
 Hon. Harry Armstrong, Councilmember, City
 of Clovis
 Hon. David Cortese, Councilmember, City of
 San Jose and Boardmember, Valley
 Transportation Authority *
 Hon. Kathleen DeRosa, Councilmember, City
 of Cathedral City *
 Hon. Dan Donahue, Councilmember, City of
 Vallejo and Board Member, Solano
 Transportation Authority
 Hon. Jose Esteves, Councilmember, City of
 Milpitas
 Hon. Ed Gallo, Councilmember, City of
 Escondido
 Hon. Miriam Hawley, Councilmember, City
 of Berkeley
 Hon. Robert Jehn, Mayor, City of Cloverdale
 and Vice Chair, Sonoma County
 Transportation Authority

Hon. Kevin R. Jenkins, School Board
Member, Hanford High School District
Hon. Maureen Kirk, Vice Mayor, City of
Chico *
Hon. Valerie Matzger, Vice Mayor, City of
Piedmont
Hon. Ameal Moore, Councilmember, City of
Riverside
Hon. Vern D. Moss, Supervisor, Madera
County
Hon. Rosalie O'Mahony, Councilmember,
City of Burlingame
Hon. Bill Overman, Supervisor, Siskiyou
County
Hon. Julie Pierce, Mayor, City of Clayton and
Commissioner, Contra Costa Transportation
Authority
Hon. Jeffrey Prang, Councilmember, City of
West Hollywood *
Hon. Richard Shoemaker, Supervisor,
Mendocino County
Hon. Joan Smith, Supervisor, Siskiyou
County
Hon. Tom Springer, Mayor, City of Gilroy
Chris Stampolis, Chair, Planning Commission,
City of Santa Clara
Dr. David Stine, President, San Bernardino
County School Board
Hon. Tom Stallard, Supervisor, Yolo County
Hon. Gary Wyatt, Supervisor, Imperial
County
Hon. George Zika, Councilmember, City of
Dublin

Business, Labor, and Others

California Alliance for Jobs
California Chamber of Commerce
Associated General Contractors of California
California Business Roundtable
California Conference of Carpenters
California State Council of Laborers
Consulting Engineers and Land Surveyors of
California
International Union of Operating Engineers,
Local Union 3 (Northern California)
International Union of Operating Engineers,
Local 12 (Southern California)
State Building and Construction Trades
Council of California
American Lung Association of California

Amalgamated Transit Union, California
Conference Board
American Council of Engineering Companies
American Fence Association, California
Chapter *
American Planning Association, California
Chapter *
Asphalt Pavement Association
California Association for Local Economic
Development
California Building Industry Association
California Business Alliance
California Business Properties Association
California Cast Metals Association
California Cement Promotion Council
California Dump Truck Owners Association
California Fence Contractors Association *
California Grocers Association
California Hotel & Lodging Association
California Moving and Storage Association
California State Association of Electrical
Workers
California Teamsters Public Affairs Council *
California Travel Parks Association
California Trucking Association
Construction Materials Association of
California
Engineering and Utility Contractors
Association
Engineering Contractors' Association
Flasher/Barricade Association
Laborers International Union
Latino Urban Forum
Professional Engineers in California
Government *
United Transportation Union
Northern California District Council of
Laborers
Southern California Contractors Association
Structural Engineers Association of Southern
California
Anaheim Chamber of Commerce
Apple Valley Chamber of Commerce
Associated General Contractors of California,
San Diego Chapter
Avignon Home Owners (Valencia)
Bay Area Council
Builders Exchange of Santa Clara County *
Clovis Chamber of Commerce

Construction and General Laborers' Union,
 Local 291 (San Rafael)
 Consulting Engineers and Land Surveyors of
 California, Peninsula Chapter
 Cupertino Chamber of Commerce
 Downey Chamber of Commerce
 El Centro Chamber of Commerce and
 Visitors Bureau
 El Dorado Builders Exchange
 Escondido Chamber of Commerce
 Fairfield-Suisun Chamber of Commerce
 Fontana Chamber of Commerce
 Fremont Chamber of Commerce
 Greater Fresno Chamber of Commerce
 Gilroy Chamber of Commerce
 Hayward Chamber of Commerce
 Imperial County Building and Construction
 Trades Council
 Industry Manufacturers Council
 Inland Empire Economic Partnership
 Laborers International Union, Local 220
 (Bakersfield)
 Laborers International Union, Local 270
 (Santa Cruz)
 Laborers International Union, Local 294
 (Fresno)
 Laborers International Union, Local 585
 (Ventura)
 Laborers International Union, Local 1082 (El
 Monte)
 Long Beach Area Chamber of Commerce
 Los Altos Chamber of Commerce
 Los Angeles Area Chamber of Commerce
 Los Angeles County Economic Development
 Corp. Critical Infrastructure Council
 Los Angeles/Orange Counties Building &
 Construction Trades Council
 Marin Builders Exchange
 Greater Merced Chamber of Commerce
 Milpitas Chamber of Commerce
 Mill Valley Chamber of Commerce
 Mountain View Chamber of Commerce
 Nevada County Contractors' Association
 Newport Harbor Area Chamber of
 Commerce
 North Coast Builders Exchange (Santa Rosa)
 Oceanside Chamber of Commerce
 Ontario Chamber of Commerce
 Orange Chamber of Commerce & Visitors
 Bureau

Otay Mesa Chamber of Commerce
 Plumbers and Steamfitters Union, Local 62
 (Castroville)
 Redondo Beach Chamber of Commerce *
 Redwood City/San Mateo County Chamber
 of Commerce
 Greater Redding Chamber of Commerce
 Rialto Chamber of Commerce
 Greater Riverside Chamber of Commerce
 Sacramento Builders' Exchange
 Salinas Valley Builders Exchange *
 San Diego Building and Construction Trades
 Council
 San Francisco Building and Construction
 Trades Council
 San Francisco Chamber of Commerce *
 San Luis Obispo County Builders Exchange
 San Mateo County Economic Development
 Association
 San Rafael Chamber of Commerce
 Santa Ana Chamber of Commerce
 Santa Barbara Industrial Association *
 Santa Clara Chamber of Commerce
 Santa Clara County Chambers of Commerce
 Santa Clarita Valley Chamber of Commerce
 Santa Fe Springs Chamber of Commerce
 Silicon Valley Manufacturing Group
 Simi Valley Chamber of Commerce
 Solano Economic Development Corporation
 South Lake Tahoe Chamber of Commerce
 Sunnyvale Chamber of Commerce
 Tuolumne County Chamber of Commerce
 United Food and Commercial Workers
 Union, Local 839 (Salinas)
 Ventura Chamber of Commerce
 Victorville Chamber of Commerce
 Visalia Chamber of Commerce

* = new listing